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1. Planned railroad transport program 1952

The Reichsbahn program planned for 1952 includes the estimated transport of 161,000,000 tons of freight and of 1,045,000,000 passengers. These figures require a daily average loading of 26,740 freight cars and the performance of 20,000,000,000 passenger-kilometers per year. The complete traffic program requires the performance of 113,000,000,000 locomotive-hour kilometers (Lokstunden-kilometer).

2. Amendments to the RBGD Plan for 1952

On 30 October 1951, the Transport Department of the SCC, Karlshorst, ordered the Deutsche Reichsbahn Generaldirektion to include the following points in the 1952 program:

- The laying of a second line between Frankfurt/Oder and Guben.
- The replacement of track between Buetzow and Schwaan.
- The erection of special apparatus (induktiver-Zugbeeinflussungseinrichtungen) required to speed up the passage of trains on the lines Berlin-Dresden-Schoena and Berlin-Frankfurt/Oder.
- A similar installation (to c) to speed up the passage of trains on the Suedring.

3. Permanent way construction projects

Work now being undertaken by Abt. VI (Bau) of the RBGD includes the following projects:

a. Loop line near Eberswalde

four of the
working sites are road crossings from points at 0.752 km to
1.805 km. A fifth site is as a section crossing the narrow gauge
line (Industriebahn) while another unnumbered site is the canal

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project. Equipment ordered for the project as a whole includes 6500 meters of track and 10 slip points (Weichenkreuzungen). Two marshy areas about 20,000 cubic meters in size have been encountered, which cannot be eliminated by explosives. Because of the shortage of labor it is estimated that the loop line will not be in use before the end of the year.*

b. Restoration of the track Angermuende-Bad Freienwalde

Work is in progress on the road crossings on this stretch, as well as on a temporary bridge over the Alandgraben. The sidings (Ausweichstrecke) at Saaten-Neuendorf are 50% complete. 300 meters of track have been laid as far as the damaged bridge (name not given).

c. Two sidings (Ausweichstellen) on the Rathenow-Stendal line

All the necessary material is on the site but so far no labor is available.

d. Curve at Wustermark

Work has been delayed at this site because the necessary equipment has not arrived.

e. Curve at Narsdorf

Two slip points (Weichenkreuzungen) have been installed. Work on the connection of electric power and light current is under way.

4. Bottlenecks in supplies for RAWs.

Supplies for RAW's particularly in regard to pipes (Rauch-und Feuerrohre), have been so scarce that representatives of the RAW's Meiningen and Stendal, as well as of Departments V and IX in the GDR, warned the Staatssekretariat Materialversorgung on 17 October 1951 that workers would have to be dismissed. A visit to the Riesa steel works also revealed that no assistance would be forthcoming from there. As an emergency measure to ensure the fulfillment of the November program of both RAWs, the necessary pipes have been dismantled from 35 locomotives at RAW Stendal and 15 locomotives at RAW Meiningen. It is anticipated that requests will be received from other RAWs for authorization to carry out similar dismantlings in order to complete their repair program by the end of the year.

* ☐ Comment: From the reference to the narrow gauge track and the canal site, the loop involved is to the west of the Eberswalde station and is to by-pass it.

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